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## PHOTOGRAPHIC INTERPRETATION REPORT



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# SOUTHEAST ASIA ACTIVITY REPORT

## SELECTED TRANSPORTATION AND INFILTRATION COMPENDIUM

26 JULY 1967

NPIC/R-138/67

AUGUST 1967

SUMMARY NO 55

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## PREFACE

This report is a summary of selected information on transportation and infiltration activity in southeast Asia as reported by NPIC during the period indicated on the cover. Those lines of communication and associated facilities which support communist insurgency in Laos and South Vietnam are emphasized.

Items are numbered and arranged according to location from north to south. Annotated maps of varying scales have been included to assist the reader in locating the items. Each large-scale map depicts all motorable roads photographically confirmed by NPIC unless otherwise indicated.

Missions, mission dates, frames, and NPIC cable and briefing board references are listed after each item, as appropriate.

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1. Rail Line Status, Viet Tri Area, North Vietnam

The Ha Noi/Lao Cai rail line is completely serviceable with the only break in the line occurring at Viet Tri where one of three ferry crossings is serviceable (Figure 2).

25X1A The partially destroyed Viet Tri Railroad and Highway Bridge over the Riviere Claire [REDACTED] at 21-17N 105-26E is in an early stage of reconstruction (Figure 1). Three large cable anchorage excavations are under construction at each of the two approaches. Approximately 50 coils of cable are located in the vicinity of the southeast approach. The abutments of the original bridge are approximately 960 feet apart. One pier, one span, and both abutments appear undamaged leaving a gap of approximately 720 feet where three spans have been destroyed. There is no evidence of pier reconstruction.

25X1D The rail ferry slips at UTM WJ462550 and WJ464549 are now unserviceable and in disuse. Two low water rail ferry slips at WJ458549 and WJ461548 are presently inundated, while the high water slips at WJ461548 and WJ459549 are serviceable. Sixteen pieces of rolling stock were located on the southeast approach on photography of [REDACTED]

25X1D The 5-track Viet Tri railroad yard at 21-18N 105-26E has sustained considerable damage from air strikes, but two through tracks have been repaired and are serviceable (Figure 3). Equipment in the yard includes 15 serviceable and 10 damaged/destroyed pieces of rolling stock.

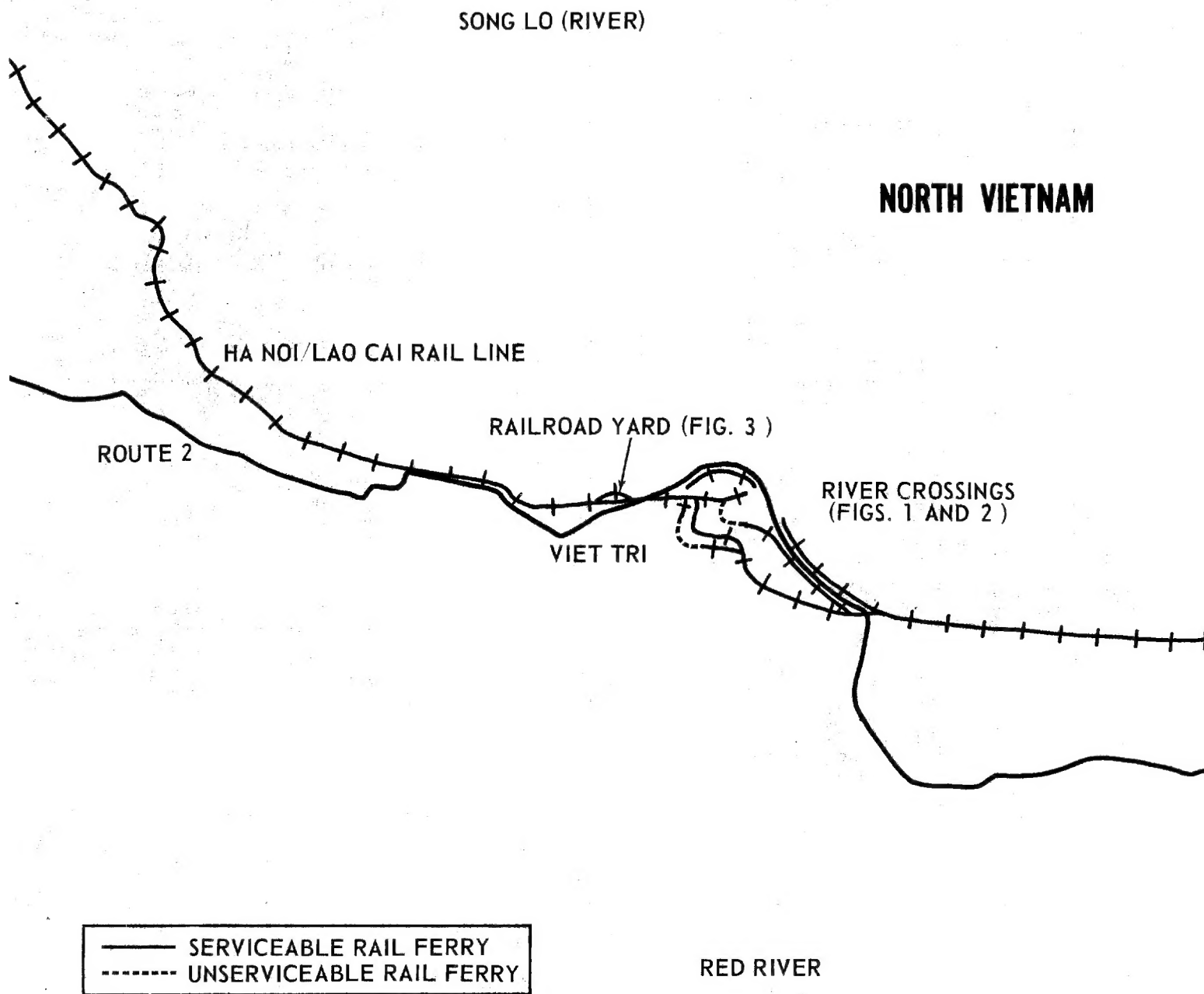




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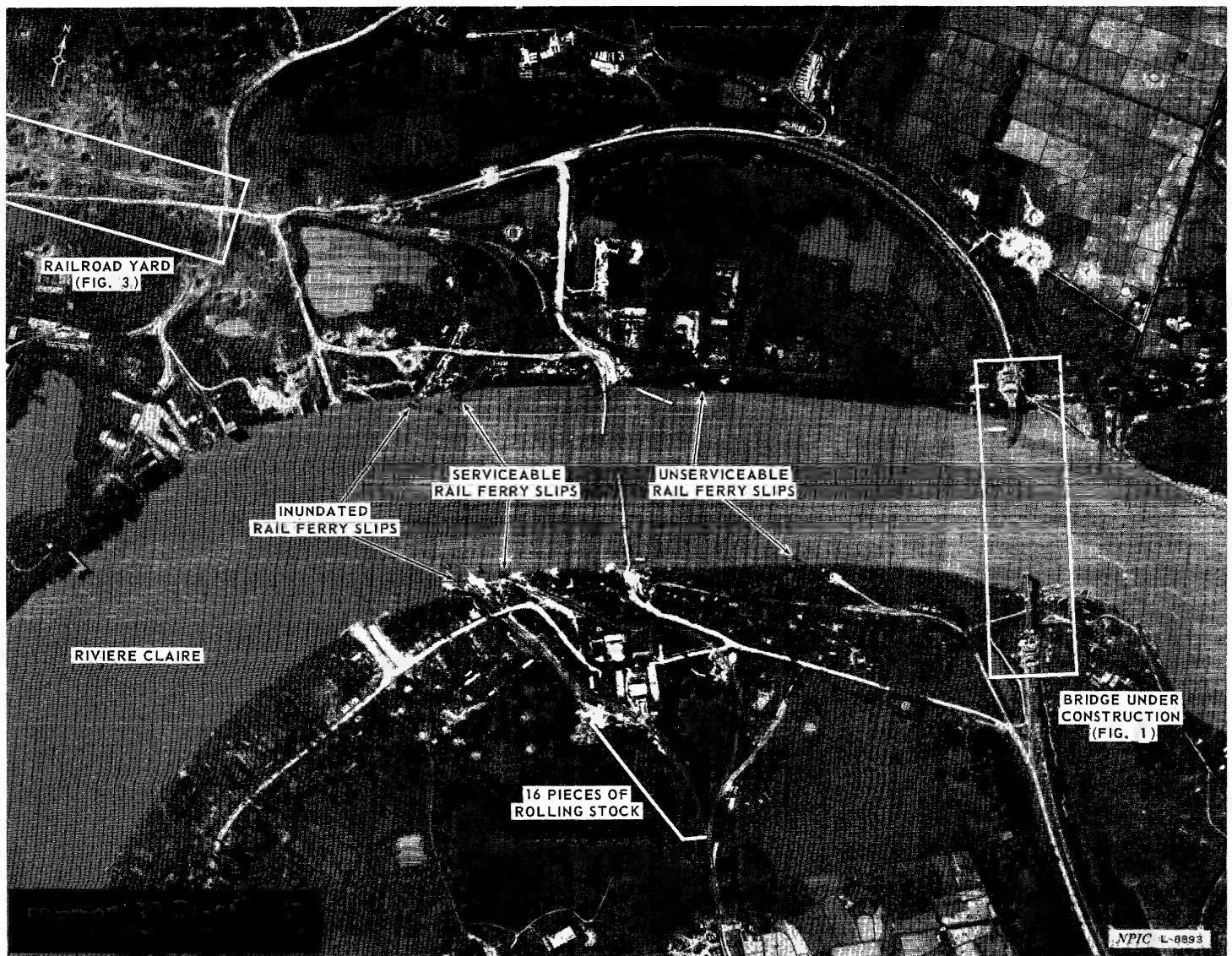


FIGURE 2. VIET TRI RAIL FERRY CROSSINGS, RIVIERE CLAIRE, NORTH VIETNAM



FIGURE 3. VIET TRI RAILROAD YARD [REDACTED] NORTH VIETNAM

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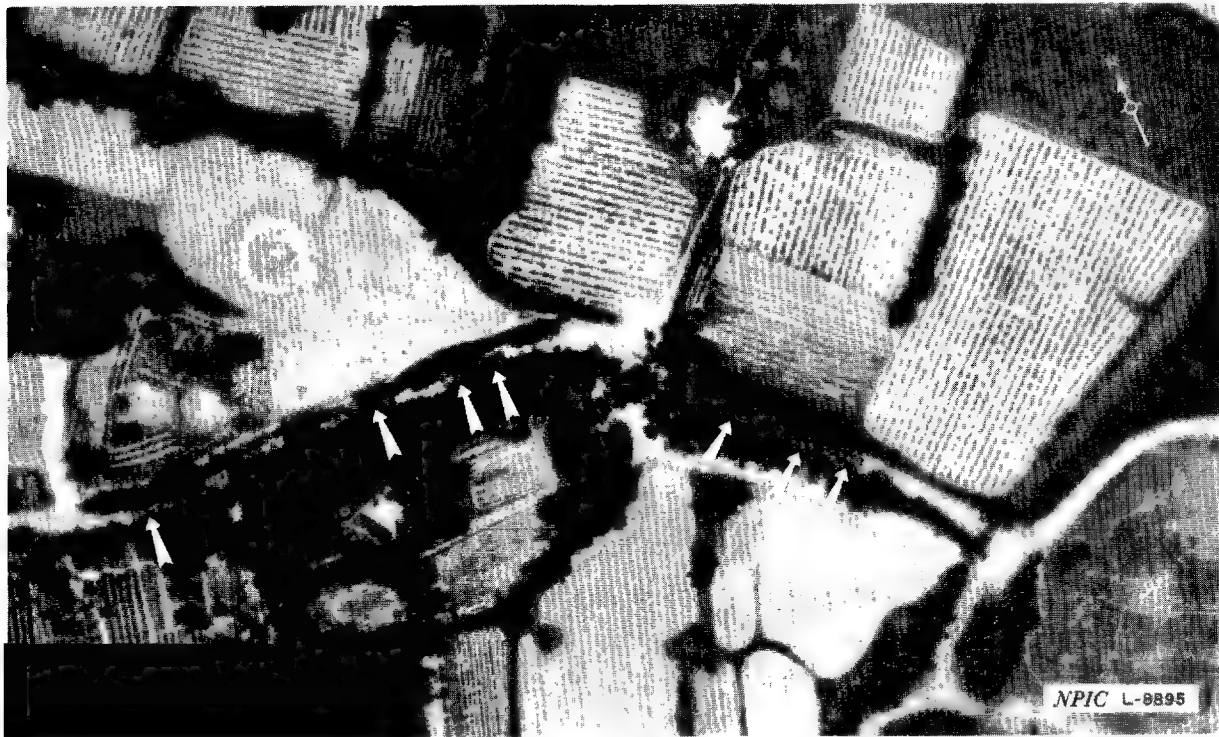
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2. Truck Park, Route 1A, North Vietnam

Seventeen trucks are observed near and in the village of Gieng Vot at 18-04N 106-18E, approximately 22 nm northwest of Ron (Figures 4 and 5).

25X1D



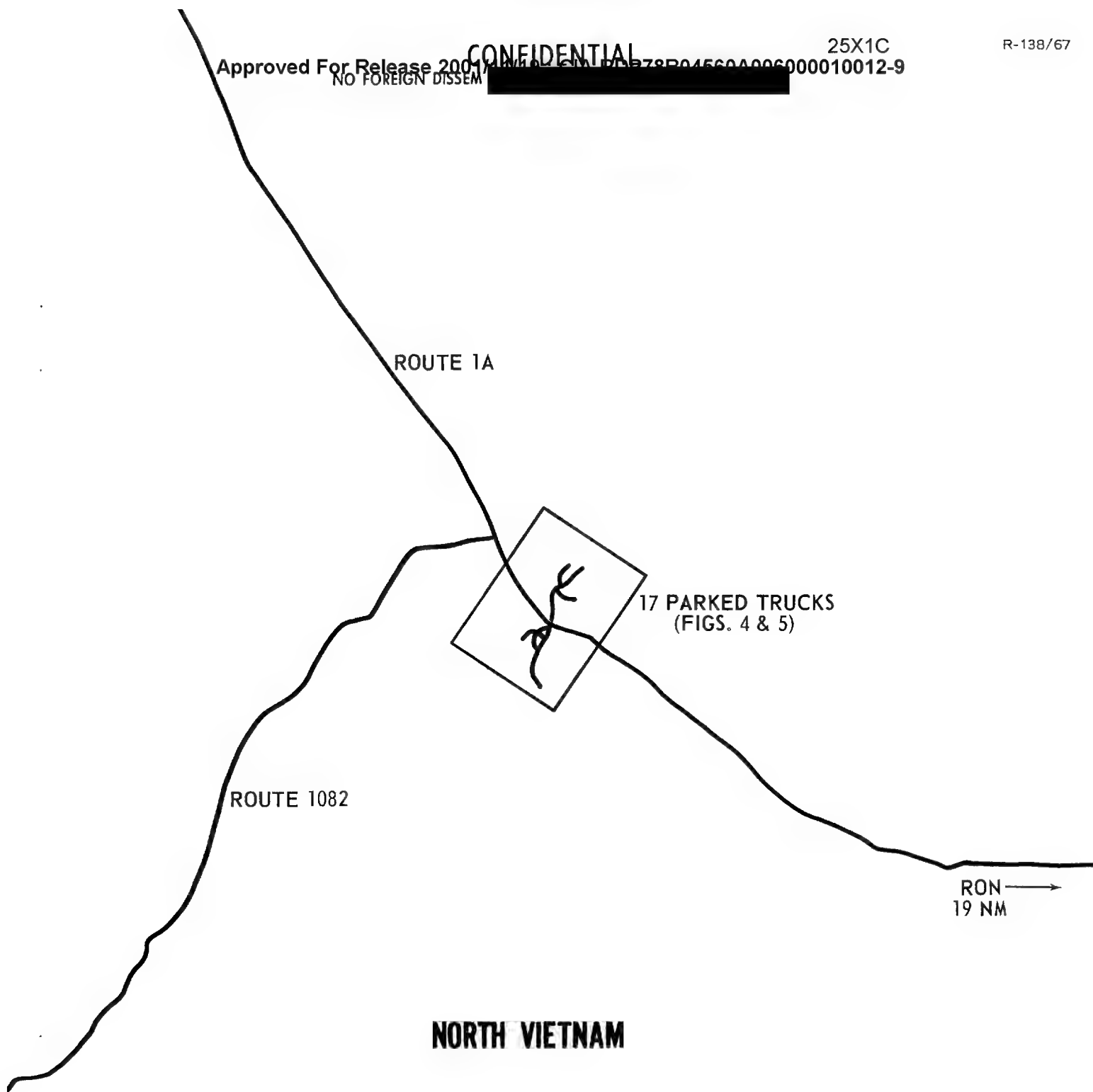
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FIGURE 4. PARKED TRUCKS, ROUTE 1A AREA, NORTH VIETNAM

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FIGURE 5. TRUCK PARKS, ROUTE 1A, NORTH VIETNAM



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3. Activity on Vinh/Dong Hoi Rail Line, Xom Khe, North Vietnam

25X1A

A new by-pass on the Vinh/Dong Hoi Rail Line is in an early stage of construction at 17-58N 105-55E near Xom Khe (Figure 6). South of the heavily damaged Xom Khe Railroad Bridge [REDACTED] and two un-serviceable by-passes, the new by-pass will apparently cross the Khe Net (stream) in the vicinity of UTM WE986873.

25X1D

25X1D

25X1D

The southern operational terminus of the rail line on [REDACTED] was 17-49N 106-08E (XE213710) near Phu Son, representing an extension of 0.5 km since [REDACTED]. One short spur contained 4 probable flatcars on [REDACTED] located at 17-53N 106-01E (XE07279) and another short spur at 17-49N 106-07E (XE179712) had two probable flatcars and a camouflaged probable locomotive. Both spurs are partially concealed by natural vegetation.

25X1D



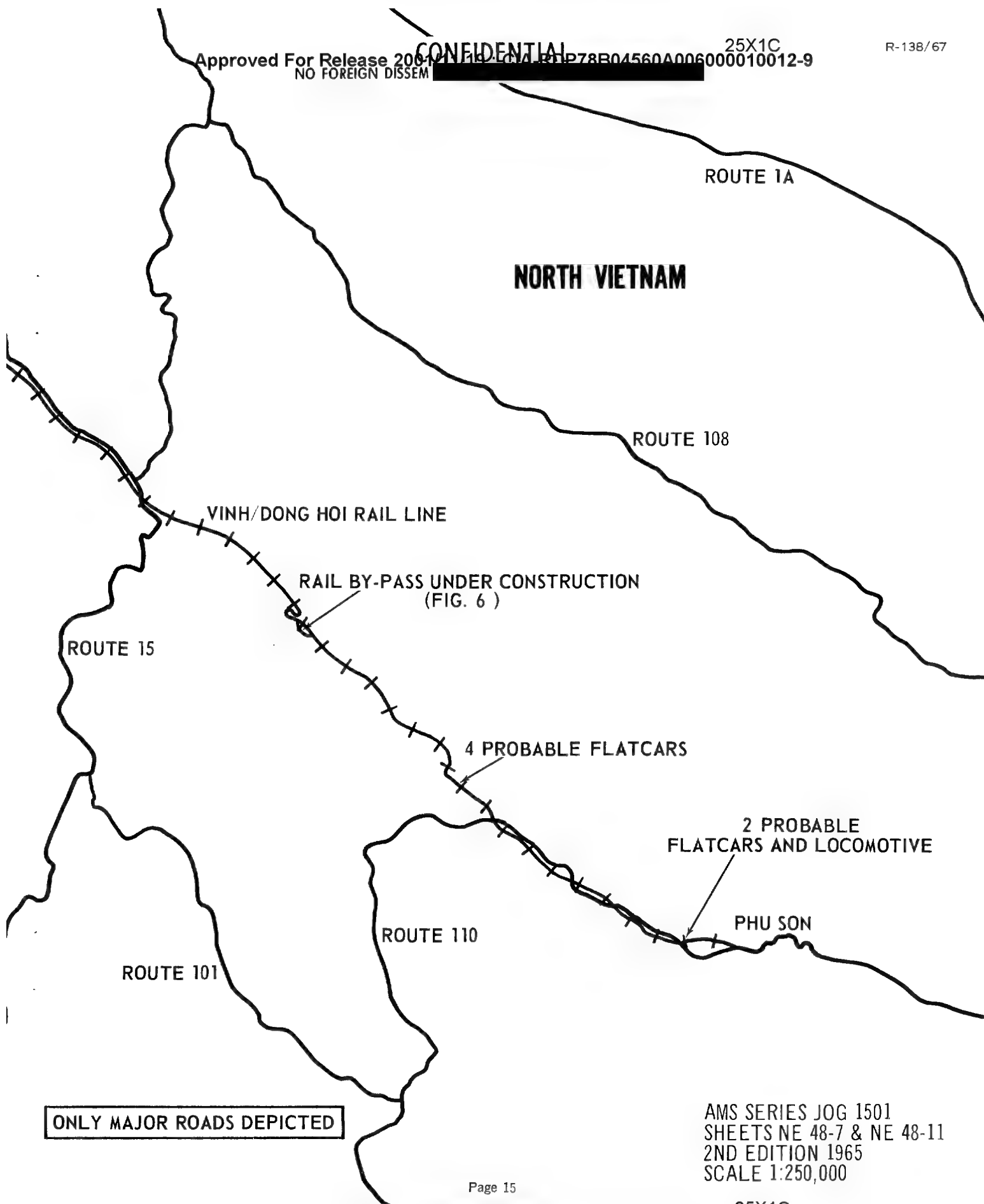
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AMS SERIES JOG 1501  
SHEETS NE 48-7 & NE 48-11  
2ND EDITION 1965  
SCALE 1:250,000

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FIGURE 6. RAILROAD BY-PASS UNDER CONSTRUCTION, XOM KHE, NORTH VIETNAM

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4. Road Construction, Route 108/110 Area North Vietnam

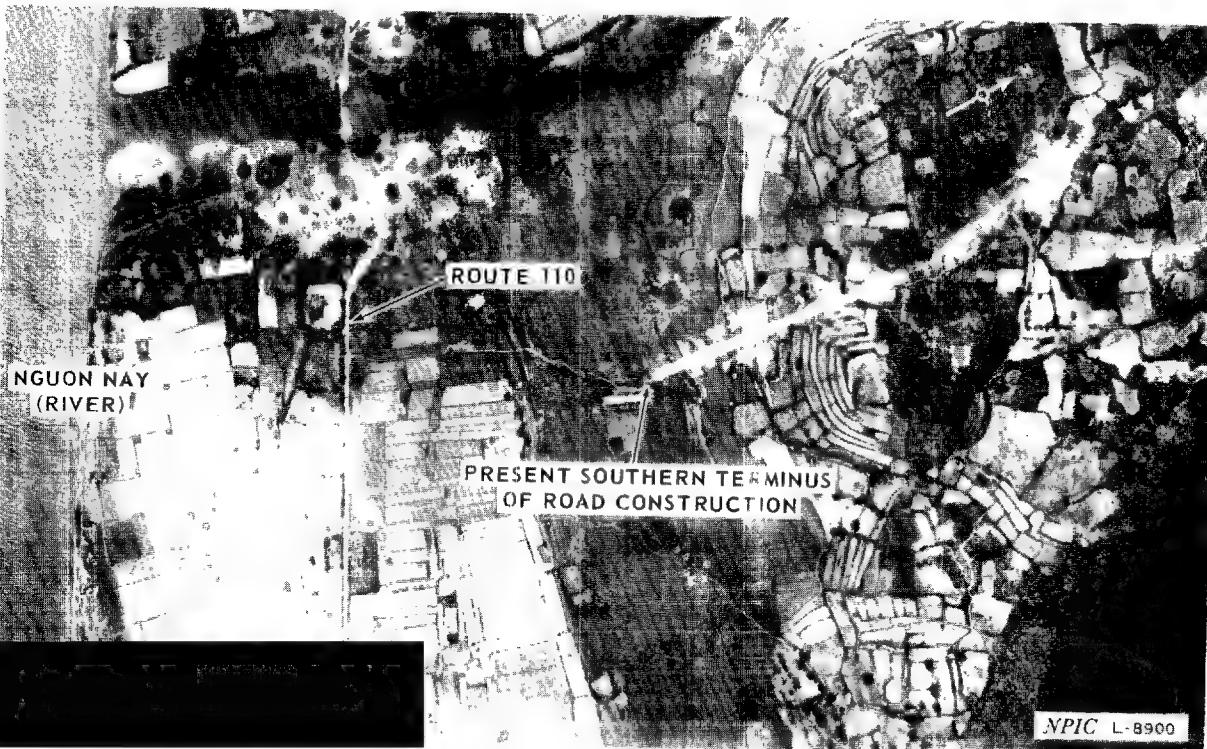
Construction continues on the unnumbered road which extends south from Route 108 at 17-52N 106-2 E to a present terminus 100 yards north of Route 110 at 17-46N 106-20E (Figures 7 and 8). The previously reported segment which terminated at 17-47N 106-21E or (Summary No 19) has reached middle-to-late stages while the new construction consists of initial clearing and grading operations. Bulldozers were again observed in the construction area.

25X1D

25X1B

25X1B

25X1D



25X1D

FIGURE 7. ROAD CONSTRUCTION, ROUTE 108/110 AREA, NORTH VIETNAM

25X1C

NORTH VIETNAM

ROUTE 108

RON  
2.8 NM

SOUTHERN TERMINUS

25X1D

— CONTINUING ROAD CONSTRUCTION  
- - - NEW ROAD CONSTRUCTION  
= MAJOR ROAD

ROUTE 110

(FIG. 8)

(FIG. 7)

NGUON NAY (RIVER)



FIGURE 8. ROAD CONSTRUCTION, ROUTE 108/110 AREA, NORTH VIETNAM

5. Road Improvement and Bridge Construction, Route 194, Cambodia

A 1.2 nm segment of Route 194 at 13-52N 106-55E (between UTM YAO63354 and YAO82344) is being widened and improved (Figure 9). Numerous parking areas for construction equipment are located along the road.

A wooden bridge 7.2 nm southeast of Virachey at YAO74352, observed in an early stage of construction on [REDACTED] is now in middle-to-late stages of construction (Figure 11). No evidence of construction was observed on [REDACTED] (Figure 10).

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25X1D

25X1D



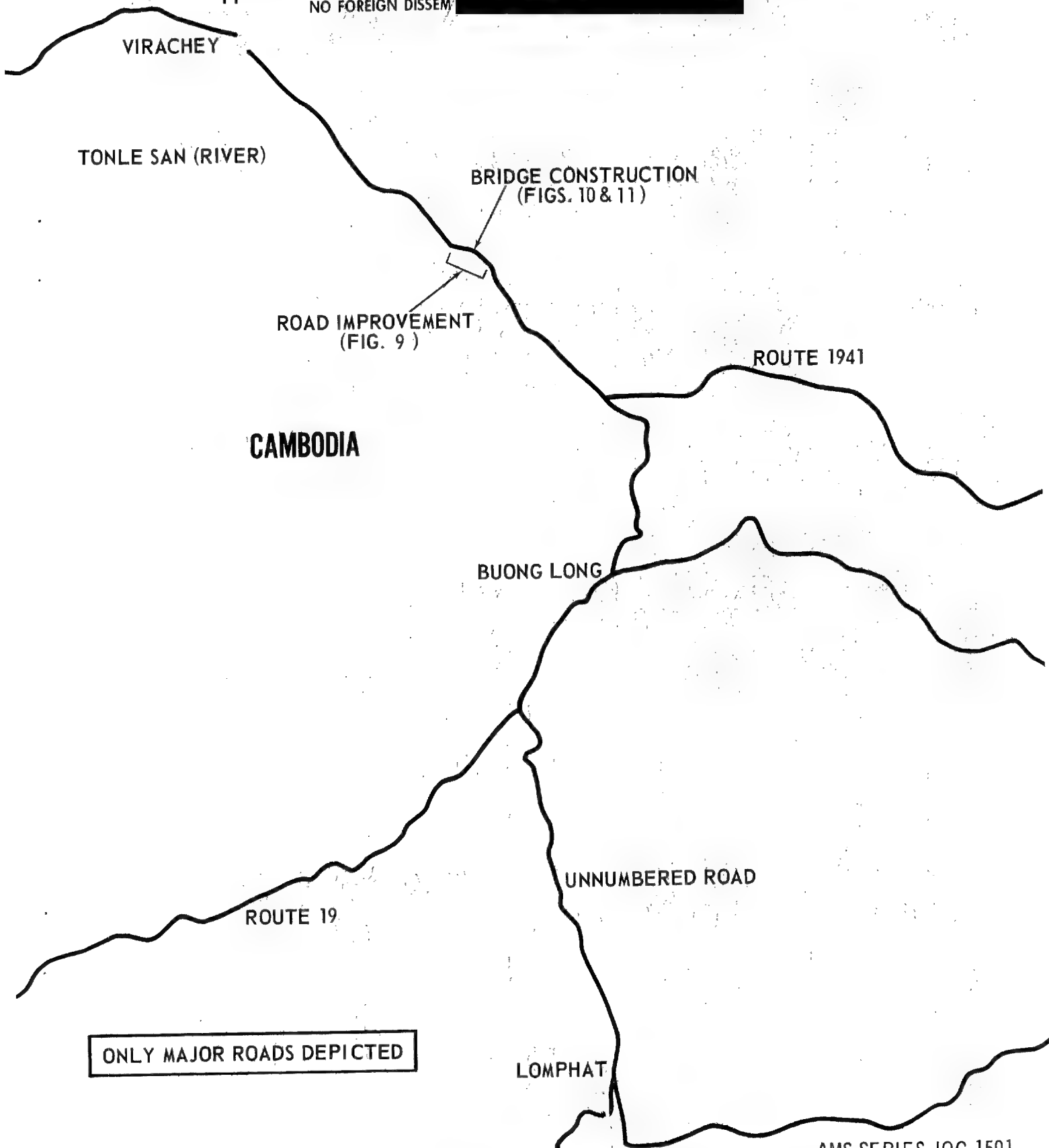
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FIGURE 9. ROAD IMPROVEMENT, ROUTE 194, CAMBODIA

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25X1D

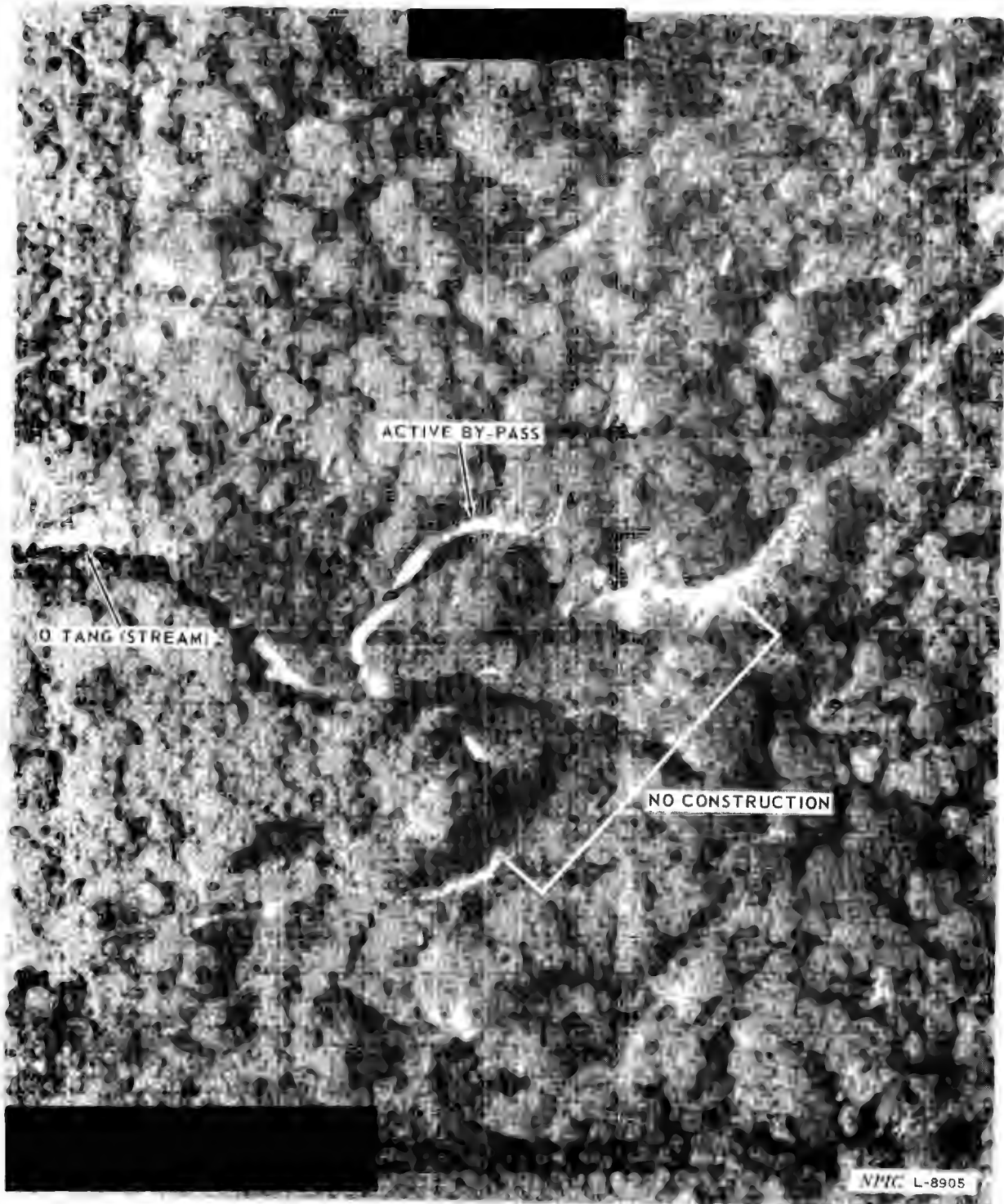


FIGURE 10 STREAM CROSSING, ROUTE 1-1, CAMBODIA

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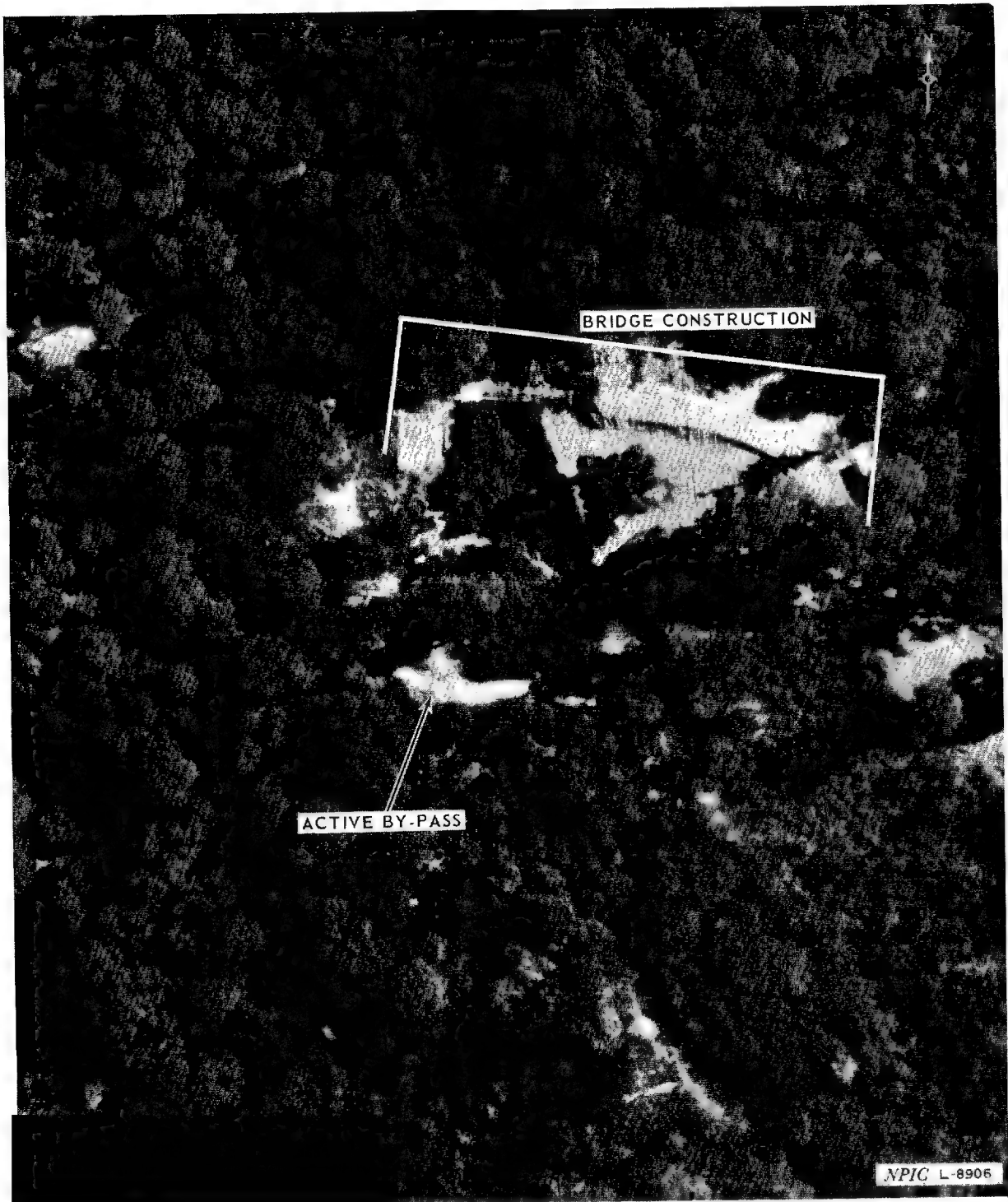


FIGURE 11. BRIDGE CONSTRUCTION, ROUTE 194, CAMBODIA

25X1D

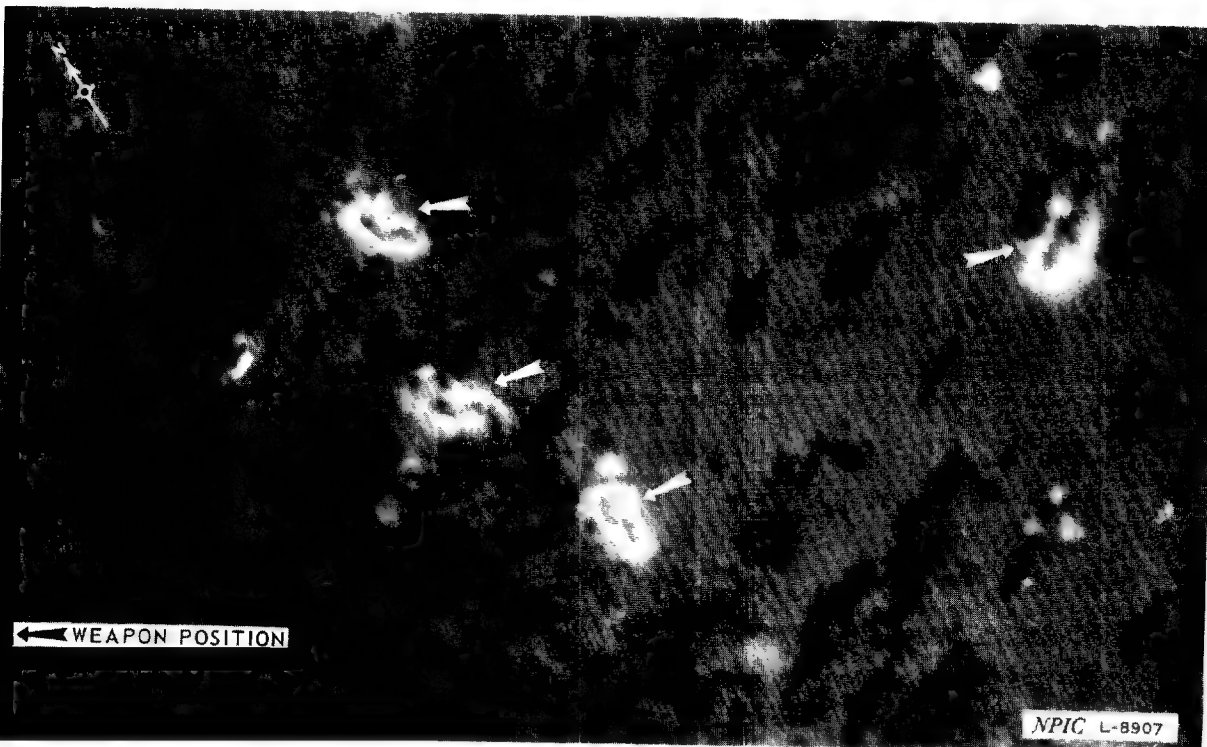
6. Probable Rocket/Mortar Training Site, Tonle San (River) Area, Cambodia

A probable rocket/mortar training area is located in Cambodia immediately east of the Tonle San River at 13-50N 107-23E. Approximately 38 weapons positions of the type in Figure 12 (also see artist conception Figure 13) are located within an area bounded by UTM YA562317, YA584317, YA584292, and YA562292. The revetments consist of a personnel bay, an ammunition bay, and a firing bay. Possible weaponry for this type of position would include the trailer-mounted 140-mm rocket launcher (BM 14-16), or a modification of that weapon, and the 160-mm mortar (M-160). Thus far, however, no weapons or associated equipment have been observed on photography.

25X1D  
25X1D  
25X1D

25X1D

25X1D



25X1D

FIGURE 12. ROCKET/MORTAR TRAINING POSITIONS, TONLE SAN (RIVER) AREA, CAMBODIA

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SE SAN  
(RIVER)

CAMBODIA

SOUTH VIETNAM

TONLE SAN  
(RIVER)

PROBABLE  
ROCKET/MORTAR TRAINING AREA  
(FIGS. 12 & 13)

DUC CO

ROUTE 197

ROUTE 19

BO KHEO

ONLY MAJOR ROADS DEPICTED

AMS SERIES JOG 1501

SHEETS ND 48-8 & ND 48-12

1ST EDITION 1965

SCALE 1:250,000

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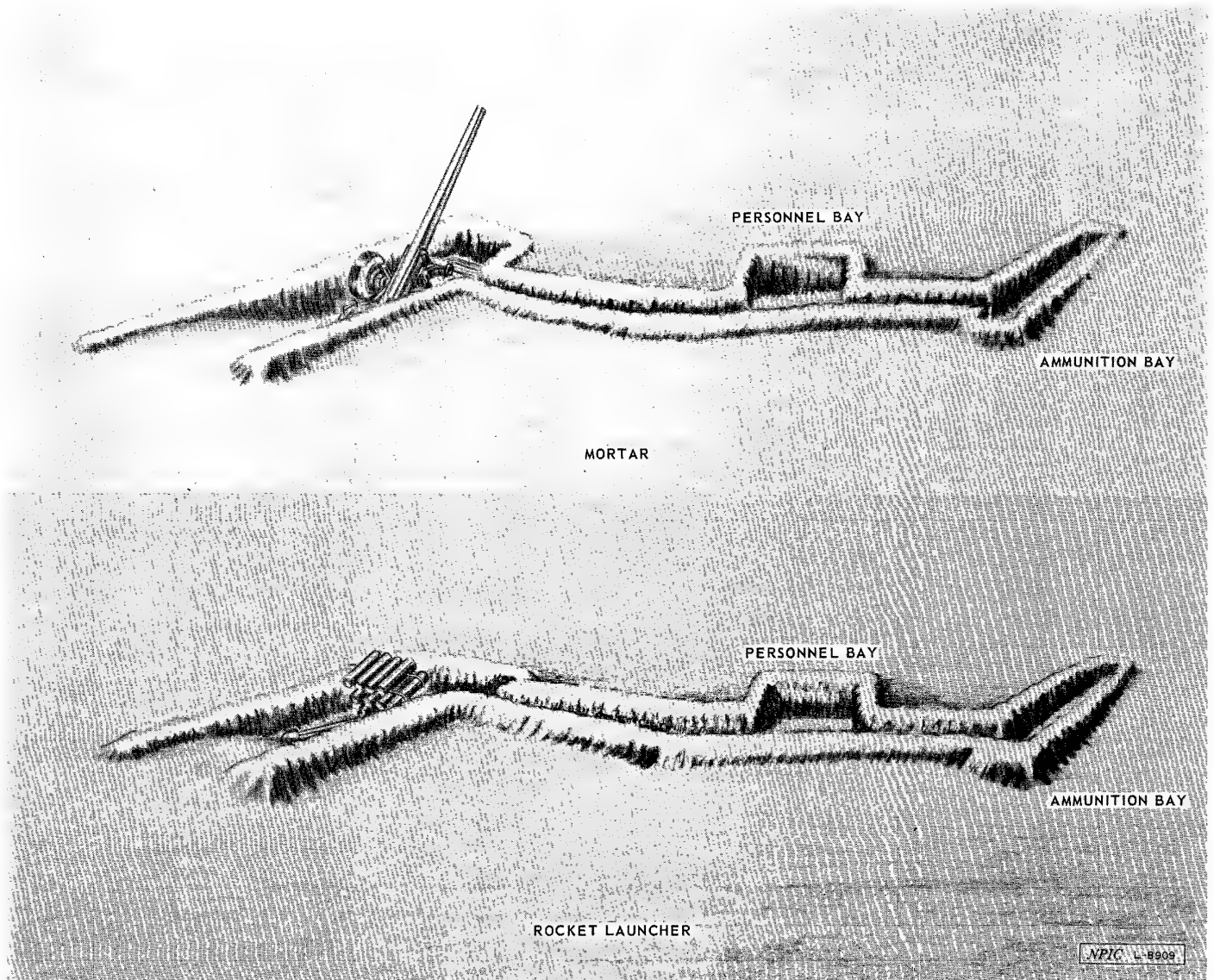


FIGURE 13. POSSIBLE UTILIZATION OF WEAPON POSITIONS

7. Probable Insurgent Activity, Svay Rieng Province, Cambodia

25X1D Increased activity is observed in the previously reported probable base area (Summary No 50, Item 4, Figures 13, 16, and 17) at 10-52N 106-08E in Svay Rieng Province, Cambodia, approximately 1.3 nm west of the Cambodia/South Vietnam Border. At least 40 new buildings and numerous new defense positions have been built since [REDACTED] in an area bounded by UTM XT245025, XT265025, XT245010, and XT265010 (Figures 14 and 15).

25X1D [REDACTED]



ROUTE 1

SAIGON-  
17 NM

# CAMBODIA

**PROBABLE INSURGENT BASE AREA**  
(FIGS. 14 & 15)

# SOUTH VIETNAM

ONLY MAJOR ROADS DEPICTED

AMS SERIES JOG 1501  
SHEETS NC 48-3 & NC 48-7  
25X16  
1ST EDITION 1965  
SCALE 1:250,000

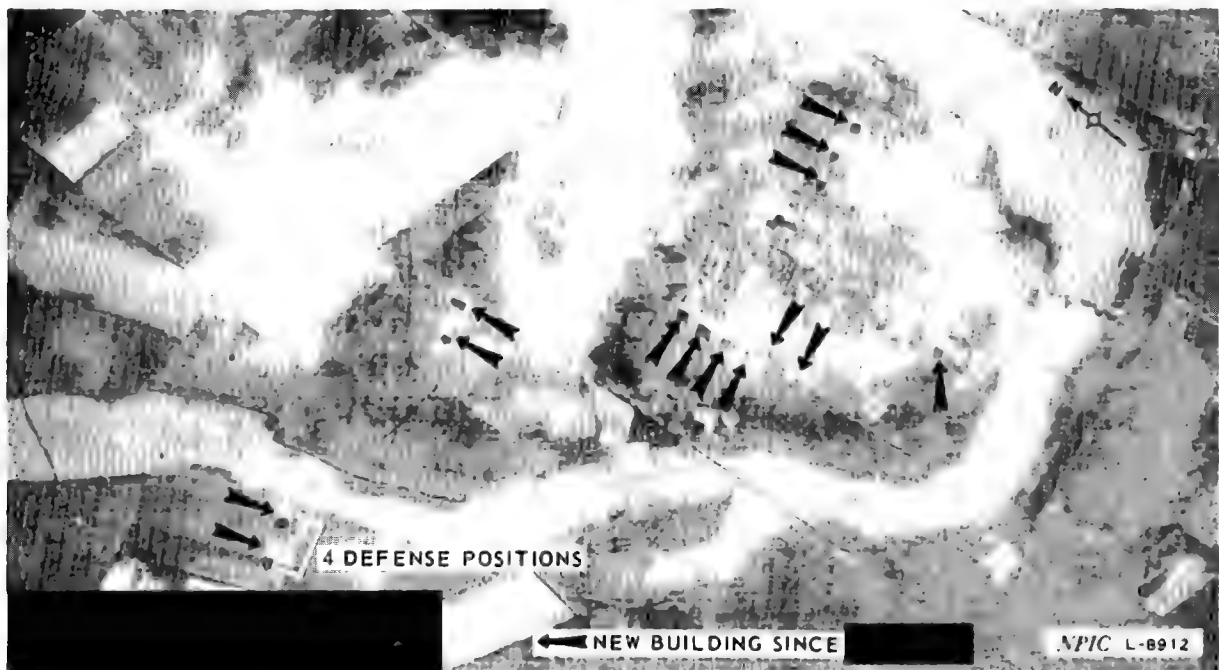
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25X1D



FIGURE 14. PROBABLE INSURGENT BASE AREA, SVAY RIENG PROVINCE, CAMBODIA

25X1D



25X1D

FIGURE 15. PROBABLE INSURGENT BASE AREA, SVAY RIENG PROVINCE, CAMBODIA



8. Increased Activity, Possible Chicom Support Facility,  
Cambodia/South Vietnam Border Area

There has been a significant increase in activity associated with the previously identified possible Chinese Communist Support Facility (Summary No 44) at 10-32N 104-51E (UTM VS839671), immediately northwest of the Cambodia/South Vietnam border (Figures 16 and 17).

Several foxholes, a trench system, and three newly constructed buildings are identified within the immediate area. At least five buildings and one shed have been dismantled.

25X1D

ROUTE 207

POSSIBLE CHINESE  
COMMUNIST SUPPORT FACILITY  
(FIGS. 16 & 17)

CAMBODIA

SOUTH VIETNAM

ONLY MAJOR ROADS DEPICTED

25X1C R 138/E 2

25X1D

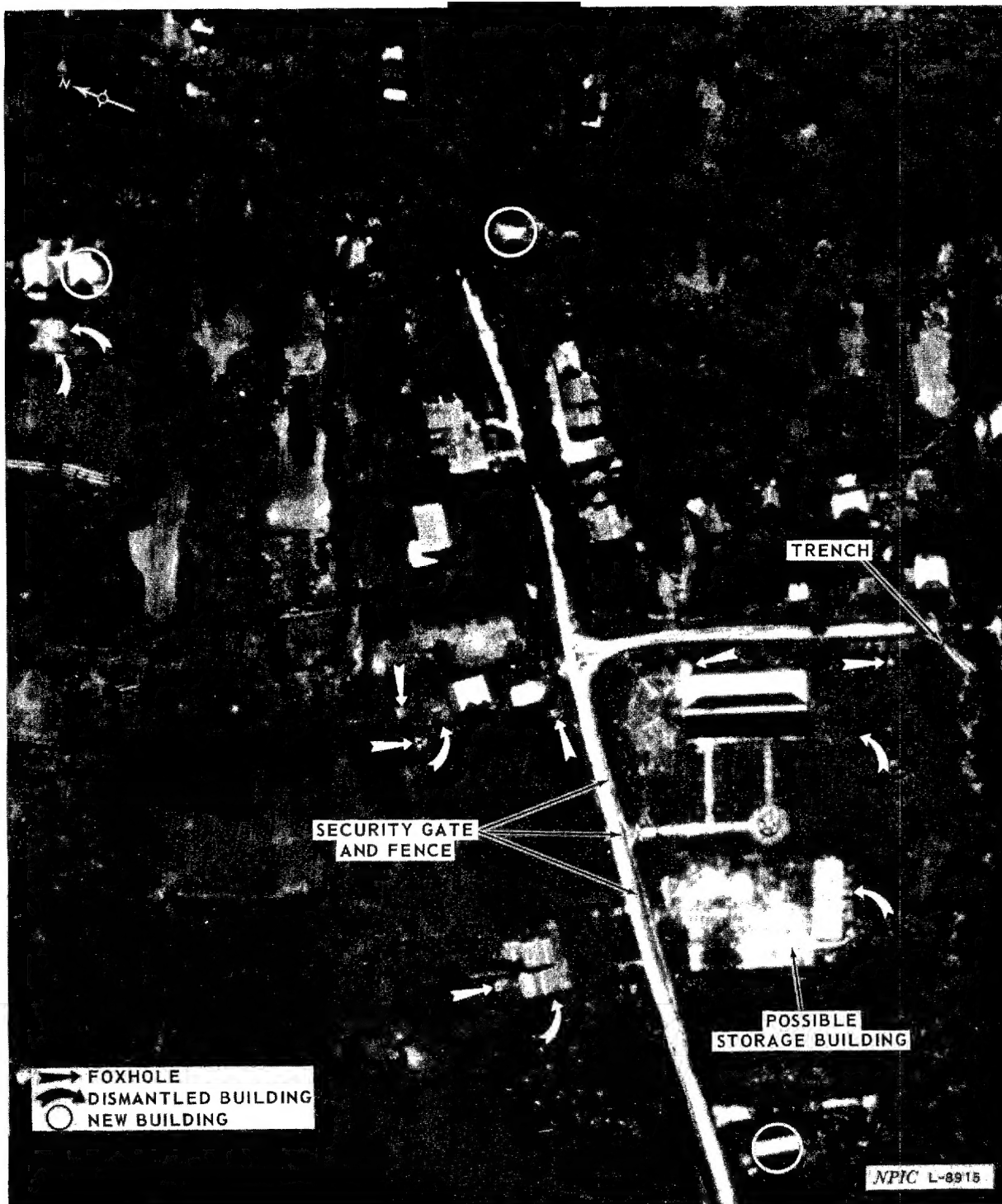


FIGURE 16. POSSIBLE CHINESE COMMUNIST SUPPORT FACILITY,  
CAMBODIA SOUTH VIETNAM BORDER AREA

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25X1D



25X1D

FIGURE 17. INCREASED ACTIVITY, POSSIBLE CHINESE COMMUNIST SUPPORT FACILITY, CAMBODIA/SOUTH VIETNAM BORDER AREA

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